

REPUBLIC OF SOUTH KOREA - SPECIAL REQUIREMENTS

(Revised - January 01, 2001)

1. **INTRODUCTION.** This document prescribes special requirements and procedures for exportation of aeronautical products to the Republic of Korea which must be satisfied at the time of export for a particular product.

2. **AIRWORTHINESS AUTHORITY.** The airworthiness authority for the Republic of Korea is the Civil Aviation Bureau (hereinafter referred to as CAB) of Ministry of Construction and Transportation (MOCT).

2.1 **CAB contacts.** All questions relating to Korean type design approval of aeronautical products should be addressed to:

ATTN: Director, Flight Operation & Certification Division
Civil Aviation Bureau
Ministry of Construction and Transportation
1 Joongang-Dong, Kwacheon-City
Kyonggi-Do, 427-760 Korea

FAX: 82-2-503-7328
Phone: 82-2-500-4170

2.2 Copies of Korean regulations and circulars can be obtained from this division.

3. ELIGIBILITY

3.1 Effective August 5, 1999, to be eligible for an amendment of Korean Aviation Law, an aircraft, aircraft engine or propeller imported into Korea must be of a type which has been issued a Korean type certificate or type certificate validation. Since a Korean type certificate or type certificate validation is a prerequisite to issuance of a Korean airworthiness certificate, these special requirements include an outline of the general requirements for obtaining such a certificate.

3.2 Class I products (aircraft, aircraft engine, and/or propeller) to be exported to Korea must be eligible for airworthiness certification in the United States and comply with those additional requirements as necessary to establish conformance with each product's CAB-approved type certificate.

3.3 Class II and Class III products prescribed by Title 14 CFR part 21 subpart L to be exported to Korea must conform to a specified CAB-approved design or standard.

4. **TYPE CERTIFICATION OR TYPE CERTIFICATION VALIDATION OF AIRCRAFT, AIRCRAFT ENGINES AND PROPELLERS.** Before an aircraft, aircraft engine or propeller is accepted for operation in Korea, it is important to establish that the type certificate is issued by the CAB. The following section summarizes the CAB position on type certification and type certification validation.

4.1 **U.S. Designed and Manufactured Aircraft.**

(a) Effective August 5, 1999, all new U.S. aircraft not previously issued a Korean Type Certificate will require Korean type certification prior to the aircraft being eligible for Korean Certificate of Airworthiness. U.S. applicants (Type Certificate Holders) should make their application for Korean Type Certification through the applicable FAA Aircraft Certification Office (ACO) which processed the FAA Type Certificate.

(b) The CAB will advise the U.S. applicant of the CAB's additional conditions if applicable. These additional conditions are the requirements, including Special Conditions, Korean additional airworthiness requirements, environmental and operational requirements, that may be specified by CAB in addition to the FAA basis of certification to assure compliance with the Korean certification basis.

(c) A prior condition for determination of the additional conditions will be a technical briefing to the CAB by the applicant, followed by a familiarization inspection of the aircraft and its type design at the applicant's facilities. This familiarization may involve a review of the type design data and the basis for type certification, as well as flight test of a representative aircraft.

(d) All such familiarization visits are considered by CAB. Since there is often a delay of several months following receipt of the application, before such a familiarization can be made by the CAB, it is important that application for type certification are made in a timely manner.

4.2 Aircraft Designed and Manufactured in a Third Country (other than U.S.). All aircraft types which were designed and manufactured in a country other than the United States (third country) require Korean type certification. The type certification is based on a validation/familiarization by the CAB of the type certification issued by the airworthiness authority in the third country. The procedure is similar to that specified in section 4.1 above, except of course, that the CAB will deal with the third country airworthiness authority, and not the FAA.

4.3 Certification Basis. The basis for the CAB type certification will be the applicable requirements established or adopted by Korea. Moreover, any special requirements the CAB may specify in order to cover features which are not covered by existing requirements and practices, and the requirements as listed below and, where applicable in this enclosure, must be met. The CAB may grant exceptions, if the level of safety is not impaired.

(a) the applicable Korean Airworthiness Standards of the same date at which U.S. certification was based; or

(b) the applicable 14 CFR part 21 requirement including each special condition upon which the issuance of the U.S. Type Certificate is based plus such additional requirements as necessary to provide a level of safety as intended by the Korean Airworthiness Standards at the time of the original application.

4.4 Documents Required for Type Certification of Aircraft. For the issuance of a Korean Type Certificate for an aircraft, the following or equivalent documentation must be submitted:

(a) FAA Type Certificate.

- (b) The latest issue of the FAA Type Certificate Data Sheet.
- (c) FAA approved Flight Manual and/or Pilot's Operating Handbook.
- (d) General engineering description of the aircraft including the basic definition of the type design, accompanied by three-view drawings of major assemblies, installations, and primary structure.
- (e) A list of
 - (1) All documents submitted for FAA type certification.
 - (2) All major modifications that supplement the basic type design at the time of Korean certification.
- (f) Manufacture's Compliance Checklist.
- (g) Compliance Reports which show the type design meets Korean airworthiness requirements.
- (h) A list of documents necessary for safe operation and continuing airworthiness of the aircraft including equipment, i.e., Operating, Maintenance, Overhaul and Repair Manuals.
- (i) Master Minimum Equipment List (MMEL).
- (j) Maintenance Review Board (MRB)/Maintenance Planning Data (MPD) Document.
- (k) A Parts Catalogue relating to the aircraft and major equipment.
- (l) A complete set of information on modifications and on special inspections (e.g. Service Bulletins (SBs), Airworthiness Directives (ADs)).
- (m) Certification summary report.

4.5 Type Certification Procedures for Aircraft Engines or Propellers. The procedures for application of Aircraft Engines or Propellers Type Certification, engineering review and documentation supply are similar to aircraft.

4.6 Fuel Venting and Emissions Requirements For Aircraft Engine. According to Korean Aviation Law, an aircraft engine will be eligible for a type certificate only, if its fuel venting and emissions level is as low as technologically practicable, and appropriate to the requirements to which it applies. For conformity, the Korean fuel venting and emissions requirements is based on ICAO-Annex 16.

Note: 1. The CAB may request additional information and data for compliance reviews, and the manufacturer should provide the CAB with all of the officially requested documents.

2. The above listed documents will be kept on file with the CAB.

3. The applicant must forward to the CAB all revisions (pertinent to the Korean type certificate) to the above listed documents, Service Bulletins and other pertinent data free of charge as soon as these are available.

4. Computerized format (CD-ROM etc.) is preferred for submittal of all documents.

5. DOCUMENTS REQUIRED TO OBTAIN KOREAN AIRWORTHINESS CERTIFICATES.

5.1 New Aircraft

(a) FAA Export Certificate of Airworthiness for the aircraft, engines, and propellers.

(b) A copy of Noise Certificate.

(c) Statement of Modification Status which include:

(1) customer options incorporated,

(2) equipment incorporated.

(d) Airworthiness Directives

(1) A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided, where optional means of compliance are offered, the means chosen shall be stated.

(2) FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.

(e) Status of Service Bulletins and Alert Service Bulletins.

(f) Production flight test reports and any statements regarding the corrective actions taken for defects during the production flight test.

(g) Logbooks of aircraft, engines and propellers.

(h) Seat configuration approval documents.

(i) Weight and Balance report.

(j) Records of compass system and magnetic compass swing.

(k) Equipment List.

(l) FDR/CVR type and data format records and interpretation reports.

(m) Time/Life limitations.

(n) Required copies of manuals:

Classification of Manuals	Number Required	
	"*"	"**"
Flight Manual	3	1
Maintenance	2	1
Operations (or Pilot Operating Handbook)	3	1
Weight and Balance Loading Procedures	1	-
Overhaul	2	-
Structural Repair	2	-
Component Overhaul	2	-
Engine Maintenance and Overhaul	2	-
NDT	2	-
Structurally significant items	1	-
Maintenance planning guide	1	-
Parts catalogue	2	1

Note: 1. "*" means the number required only with the first aircraft of a particular type and model is exported to The Republic of South Korea.

2. "**" means the number required when the same model has been exported to and certificated in The Republic of Korea.

5.2 Used Aircraft. In addition to the requirements in paragraph 5.1 (a) through (e) and (g) through (n), the following is also required for used aircraft:

(a) A complete history of aircraft, engines, propellers, components and equipment including:

(1) The number of landings/cycles where the aircraft is subject to mandatory life limitations.

(2) The maintenance program to which the aircraft has previously been maintained, including previous check cycle and future check cycle.

(b) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.

(c) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tail planes, helicopter rotors or transmission components, and histories of all replaced components.

(e) Details of major structural repairs including the nature of damage in each case.

5.3 Noise Requirements for Airworthiness Certificate of Aircraft. According to the Korean Aviation Law, an aircraft will be eligible for a Certificate of Airworthiness only, if its noise level is as low as technologically practicable, and appropriate to the type of aircraft to which it applies. For conformity, the Korean noise requirements is based on ICOA-Annex 16.

6. PROCEDURES FOR APPROVAL OF OTHER CLASS II AND CLASS III IMPORT PRODUCTS.

6.1 The U.S. manufacturer of such Class II and Class III products may be required to supply information and documentation as may be deemed necessary by the CAB, to justify its installation on a Class I product for which CAB certification is sought.

6.2 The CAB approval of such product will be granted by the issuance of the Korean Type Certificate or Type Certificate Validation for the Class I product on which they are installed.

6.3 Basis of Approval. Each Class II and Class III product exported to Korea shall have the following:

(a) Aircraft parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3);
- (2) Compliance 14 CFR part 21;
- (3) AD's and mandatory SB's compliance record.

(b) Engine/propeller parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3);
- (2) Compliance with 14 CFR part 21;
- (3) AD's and mandatory SB's compliance record

(c) Appliances.

- (1) (1) Airworthiness Approval Tag (FAA Form 8130-3);
- (2) Compliance with 14 CFR part 21;
- (3) AD's and mandatory SB's compliance record.

(d) Components.

- (1) Airworthiness Approval Tag (FAA Form 8130-3);
- (2) Compliance with 14 CFR part 21;
- (3) AD's and mandatory SB's compliance record]]

7. CONTINUING AIRWORTHINESS. The U.S. manufacturer of a product which has received the CAB approval according to paragraph 4 through 6 shall be responsible for providing the CAB with all relevant information regarding the continuous airworthiness of its product in Korea. This shall include prompt communication to CAB of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and limitations.